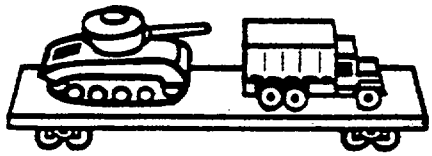

Appendix III

GLOSSARY

Brake wheel--wheel located at one end of a flatcar to operate the handbrake, which holds the car on a siding or slows the car down in certain yard and road operations.

Capacity--nominal rating, in multiples of a thousand pounds, that gives the maximum load in pounds or the tonnage class of a flatcar, and is stenciled on the car after the abbreviation CAP.

Center of gravity--center of load weight, or that point in the load about which all the parts of the load exactly balance each other.

Center plate--one of a pair of plates which fit one into the other and support the car body on the trucks, allowing the car body to swivel freely under the car. Also called Center casting.

Center sill--central longitudinal member of the car underframe.

Chock--concave or mitered wooden block cut to a prescribed pattern and nailed to the deck of a flatcar in front of and behind the wheels of a vehicle being shipped to keep the vehicle from moving longitudinally. Also called wheel block.

Circus method--procedure used in loading vehicles on a train of flatcars by driving them up a ramp to the end car and then forward to the first and successive cars of the train over spanners.

Clearance, brake wheel--necessary clearance of the brake wheel to permit safe operation of handbrakes by trainmen.

Cleat--wooden piece nailed to floor to reinforce blocking. Also piece nailed to floor or blocking against lading to retain lading in position.

Deck--wooden platform of a flatcar on which the load rests.

End sill--transverse member of the underframe extending across ends of all the longitudinal sills.

Fishbelly--flatcar design in which center and side sills dip downward between trucks, giving the car added weight-bearing capacity between truck centers over conventional, or nonfishbelly, flatcars.

Gross weight--total of the car weight (light weight) and the total weight of lading permitted (load limit) which is the maximum weight permitted on the rail car.

Idler car--extra flatcar used to protect the overhang of a load on an immediately preceding or following flatcar.

Light weight--empty weight of the rail car as shown in pounds stenciled on the side of the car after the abbreviation LT WT.

Load limit--maximum load in pounds a flatcar can carry, as shown after the abbreviation LD LMT stenciled on the car.

Longitudinal force--forward or backward motion of the load caused by a sudden stopping or starting of the rail car it is riding on.

Nonfishbelly--flatcar design in which center and side sills are straight rather than dipped, as in fishbelly design.

Sill, side--outside longitudinal member of the car underframe.

Spanner--bridging in the space between flatcars permitting vehicles to be driven from one to the other in loading operations.

Stake pocket--metal receptacle attached to side or ends of flatcar to receive end of stake used in securing load.

Transverse force--centrifugal or outward pushing force exerted on a load when the rail car it is riding on rounds a curve.

Truck--wheel unit of a rail car containing two or more pairs of wheels, the center casting, brake components, etc.

Truck center--midpoint of the truck, used as a guide in loading a flatcar correctly.

Underframe--skeleton or framework of a rail car to which trucks and deck are joined.

Vertical force--bouncing motion that an object secured to a flatcar is subjected to because of roadbed roughness.

Wheel block--same as Chock.